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[676]

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WAR OFFICE MAPS. SAVORY'S EGYPTIAN CIGARETTES. [26]

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Cable Address—"BOAVISTA." For Terms, apply to THE MANAGER. [213]

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[25]

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DEATH.  
At No. 2, Ormby Villas, Kowloon, early on  
Sunday morning, MARION MARY EDITH,  
dearly beloved wife of ARTHUR BELLAMY  
BROWN, aged 39 years. [1023]

HONGKONG OFFICE: 10A, DES VEUR ROAD  
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 5TH, 1910.

The promise given by His Excellency the  
Officer Administering the Government to  
the members of the Hongkong Volunteer  
Reserve Association has been fulfilled, and  
there is now before the Legislative Council  
a Bill providing for the establishment of a  
Volunteer Reserve. As this involves the  
passing of the Association brought into  
being by our former Governor, Sir

MATTHEW NATHAN, and bringing its short  
but not glorious career to a close, regre-

ts will no doubt be expressed at its disappear-

ance, but such feelings are likely to be less

painful when it is remembered that it will

be resurrected in a body which should prove

much more useful, inasmuch as it is accept-

able to the military authorities.

In previous comments on the subject of

the Volunteer Movement in Hongkong we

sought to explain the lack of enthusiasm in

this direction as being partly due to the

presence of the Garrison, to a certain

extent also to the feeling that Hong-

kong pays more than its just share of

military contribution, and to the inclination

on the part of the young men on coming to

the Colony to overlook their duties and

responsibilities to the Empire of which it

forms part. We pointed out then that

although the need for a Volunteer force in

Hongkong might not be so apparent by reason of the presence of the several thousands of British troops, it was still the duty of each man to make himself militarily efficient, so that he would be able to render service to the Empire in whatever part of it he may be located. Each man has to realise that he can be called upon to defend his country, and with that contingency before them it surely behoves all men capable to so train and equip themselves that when their services are requisitioned they should be of some value. And for that reason we welcome the new Volunteer Reserve. It is a demonstration on the part of the members of the Volunteer Reserve Association that they are willing to do their duty to the State. More, it is a concession to the doctrine which has been preached so insistently of late that the man who can shoot has little military value unless he also possesses some acquaintance with drill.

Without doubt there will be a number of men on the roll of the old Association who will not care to join the new Reserve. That is only to be expected. There are those whose interest is limited to shooting, and to whom drill will be distasteful, but they cannot be allowed to stand in the way of the greater utility of the Association, which as a Volunteer Reserve is now to form part of the defence scheme of the Colony. The members are to be congratulated on the decision they have made, and the Colony is to be congratulated on the prospective addition to its defence forces. There is one point, however, which we think might have been given more attention. That is the question of uniform. It was hinted at over a year ago by one speaker, we think by Sir HENRY MAY, but it has not been mentioned since. Whether it is intended to provide a uniform is not clear, but its necessity is imperative in the interests of the members themselves. Should the time unavailably come when their services were required, they might in the absence of any uniform be regarded by the invader as non-combatants who had taken up arms, and, if caught, would receive short shrift. This is one of the lessons taught by "An Englishman's Home." In that play the head of the house, exasperated by the destruction of his property, lifts a rifle which he fires, killing one of the soldiers. He is promptly arrested and shot. Possibly a uniform is contemplated, though it is not stated in the Bill. The word "clothing" appears in the clause dealing with causes for expulsion, but otherwise no reference is made to the subject. Perhaps this might be elucidated at the next meeting of Council. On the constitution of the Reserve, or that of the newly-formed Scouts, it is too early to offer comment. We are glad to see so many in Hongkong awakened to a sense of their duty to the Empire, and we trust that the new organisation will be well supported and fulfil the highest expectations of its promoters.

The Japanese third class cruiser *Suma* arrived here on Saturday evening from the Pescadores. All the stock in the shops and the furniture on the floors above was destroyed. The central building, No. 100, was insured in five different insurance companies, but the amount of the insurance is not yet known.

According to the statements of occupants of the destroyed buildings, four more men are missing. All day yesterday the firemen were engaged in removing the shoulder of debris, but when they ceased operations last night none of those missing had been recovered. As it will probably take three days to complete this work, little hope is entertained of recovering alive any who may be beneath.

All the stock in the shops and the furniture on the floors above was destroyed. The central building, No. 100, was insured in five different insurance companies, but the amount of the insurance is not yet known.

The Japanese third class cruiser *Suma* arrived here on Saturday evening from the Pescadores.

Hongkong has again been fortunate in escaping the typhoon. The source of the alarm here on Saturday apparently struck south of Swatow that day.

Mr. C. L. L. Williams, formerly of the U. S. Consular service at Shanghai and lately U. S. Vice Consul in charge at Nanchang, has been promoted to the rank of Consul at Swatow.

Mr. G. W. Whiting, electrical engineer at Taikoo Dock, died at the hospital on Friday from the effects of sunstroke. His remains were interred at Happy Valley on Saturday. Deceased was unmarried.

According to the Manila papers, the tender of the Taikoo Dock and Engineering Company for the repairs to the transport *Crook* was \$3,560 (gold), including \$1,000 for insurance and docking. The tender of the Hongkong and Whampoa Dock Co. was \$2,716, exclusive of insurance. The Taikoo Company was awarded the contract.

The funeral of Mr. Samuel Farrel, who was formerly a chief engineer in the service of the China Navigation Co., took place at the Happy Valley on Saturday. He had been in an indifferent state of health for some time past and succumbed at his home in Wong-nai-chong Road on Friday afternoon. Mr. Farrel had in recent years been in partnership with Mr. Lysaght in the engineering business in Hongkong and was well-known among shipping men.

His Excellency the Officer Administering the Government has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—Ordinance No. 22 of 1910.—"An Ordinance to secure the better training of midwives and to regulate their practice." Ordinance No. 23 of 1910.—"An Ordinance to amend the Kellef Island Ordinance, 1891." Ordinance No. 24 of 1910.—"An Ordinance to provide for the segregation and treatment of lepers."

DISASTROUS FIRE IN  
HONGKONG.BUILDINGS COLLAPSE: NUMEROUS  
CASUALTIES.

Between 2.30 and 3 a.m. yesterday morning fire broke out in a piece goods shop at No. 100, Jervis Street. The alarm was sounded from the Clock Tower and shortly afterwards the section of the Fire Brigade from No. 5 Station, under Station Superintendent McDonald, were on the scene, and were closely followed by the Central Section under Assistant Superintendent Baker. Notwithstanding their early arrival, however, they found the shop mentioned in flames, while the fire had also a firm hold on the two buildings adjoining, Nos. 98 and 102, which were also piece goods stores. The firemen immediately set to work, but it was a long time before they were successful in subduing the flames. The fire escape ladder was run up alongside the wall of one of the buildings and Firemen Sheppard and Sheean ascended it with the object of playing on the fire from above. They were scarcely up the ladder, however, before an ominous cracking sound was followed by the collapse of the party walls, and the whole of the three buildings caved in. The collapse of portion of the wall near the ladder on which the firemen were at work caused the ladder to cant, and both firemen were thrown to the ground. Sheppard was badly injured, and was immediately removed to hospital. Sheean, fortunately, was more shaken than hurt, and was able to return to quarters without assistance.

When the outbreak was got under control, the firemen were informed that several Chinese had not escaped from the building, and rescue parties immediately set to work. Two dead bodies were recovered from the debris and five other men all more or less injured, were recovered from perilous positions in the debris. One man was pulled out from the front portion of shop 98, while on the top of the debris in the centre of the same building, enveloped in a blinding cloud of smoke, Station Superintendent McDonald and Fireman Ionagan cut a way through logs and beams to where an old man of 63 years was imprisoned. Another injured man was pulled out of a packing case which was buried in a lane in the rear of the premises. Most of those rescued were more or less severely burnt, and some were removed to hospital.

Inspector Gourlay was in charge of the police arrangements and the caring of the injured. He telephoned to officers of the Public Works Department informing them of the collapse, and it was not long before Mr. T. L. Perkins and Building Inspector Hutchinson and Dobbs were on the scene with coolies, and busily engaged in shoring-up operations.

According to the statements of occupants of the destroyed buildings, four more men are missing. All day yesterday the firemen were engaged in removing the shoulder of debris, but when they ceased operations last night none of those missing had been recovered. As it will probably take three days to complete this work, little hope is entertained of recovering alive any who may be beneath.

All the stock in the shops and the furniture on the floors above was destroyed. The central building, No. 100, was insured in five different insurance companies, but the amount of the insurance is not yet known.

The Capt. Supt. reported that the following cases had been dealt with at the Mixed Court since the last meeting:—Summons—Throwing rubbish, &c., into the public drains, 3; allowing cattle and pigs to stray, 3; obstructing the police, 1; giving a false guarantee, 1; debt, 4; failing to carry out a judgment of the Court, 1; obstructing the public drains, 2; assault, 1; quitting employment without giving due notice, 1; breach of agreement, 1. Summary Arrests—Contempt of Court, 1; being abroad after 12 midnight without a light, 1; being concerned in causing the death of one Goh Tan See, at Tong An, 1; using abusive and threatening language to the police, 1; assault, 2; committing a nuisance, 1.

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## RANDOM REFLECTIONS.

Summer seems to have lost its sting. Whether the cause may be attributed to the presence of so many typhoons, or not, the welcome fact is to be recorded that the atmosphere is decidedly cooler.

Hongkong has done well in the interport swimming contest, and the flag that her representatives took up with them to Shanghai will be brought back to the Colony. The honours rest chiefly with young Loau, who is quite a prodigy in the water, and of whom greater things may be confidently expected.

The Railway Administration believe in making provision against every possible emergency. They have laid down rules with regard to signals in "thick, foggy, snow or tempestuous weather!" Not even the oldest inhabitant has seen snow in the streets of Hongkong, though history relates that it was once seen on the Peak. The Chinese scrambled to the summit to gaze on the phenomenon, and what more natural than that they should wish to take some to show their friends! But, needless to say, the latter were not enlightened by what they were shown.

When I saw in print the other day that a Bill had been introduced in the Legislative Council "to provide for the better training of Midwives," I wondered whether it was really a Bill or whether it represented the wishes of the intelligent composer. I am afraid members of Council would never have the hardihood to attempt such a task. (I ascertained that the Bill really had to do with the training of Midwives—which is quite a different matter.)

It is fortunate that Great Britain has acquired a 999 years' lease of the New Territory, otherwise we should not know what to do with our surplus population. At the last meeting of the Legislative Council the Hon. Dr. Kai told members that there are 400,000 Chinese in Hongkong; that a great number of these are married ladies; and that there is a great probability that most of them will be having children. Yes, yes! 'Twas ever thus, and it is eminently satisfactory to know that in this British Colony there is no danger of race-suicide. Mr. Roosevelt is expected to come to China next year. Let us see to it, when he comes to Hongkong, that this information is duly imparted to him.

One reason for the annexation of Korea (or Chosen, to use the Japanese name) is "to ensure the safety and repose" of foreign residents. Is there not just a suspicion of irony about the use of the word "repose" in this connection? Repose is defined as "that species of rest which is agreeable after labour," and the foreigner is usually associated with the idea of repose "a pile," pension, or perhaps the workhouse. Which is to be in this case? If the first or the second,—well, there are many foreigners in the Far East who will want to be numbered among the "Chosen People."

It is a recognized principle of English law that no man can be tried twice for the one offence, and it is astonishing to read of cases in which neither prosecutor nor the defendants appeared to be aware of it. In the Marine Magistrate's Court last week a captain of a sailing ship charged some men with desertion. It was not until the evidence had been taken and the log handed in that the Magistrate learnt that the men had been previously punished for the same offence. What the Magistrate said when he found his time had been wasted is not recorded!

It is often amusing to read the excuses which Chinese culprits blandly offer in the Police Courts. Sometimes the excuses have the merit of being ingenious, but more often they are palpable lies, and the scoffers of those who make them must make the magistrate gape at times. There was a case at the Magistracy last week in which a man was charged with stealing a coat. He blandly told the magistrate that it was not a deliberate case of thieving: the coat simply worked itself on him as he tossed about in his sleep! Now, are such extravagant excuses made with the idea that the magistrate can be bluffed, or are they made to put his worship in a good humour and a lenient frame of mind? In the case under notice there was no success either way. The perverter of the truth now wears another jacket and is working out a sentence of three weeks' hard labour.

There was a report in the *Daily Press* the other day that a Caylon man had been offered the post of Assistant Director of Public Works in Hongkong. This seems rather hard on the staff of executive engineers, especially those who have been long in the service of the Colony. Since about twelve months ago there has been a first and a second assistant D.P.W. Mr. Jones, the first assistant, on his appointment to the Gold Coast, left the Colony some few months ago. Mr. J. F. Boulton, the second assistant, left for Home, in a bad state of health in the Spring. Next on the list comes Mr. H. P. Tucker, then Mr. C. H. Gale and Mr. A. H. Hollingsworth. The two last-named are at Home on leave, so that the Public Works Department at the present time is short of four principal officers. The other executive engineers on the list in order of seniority are Messrs. H. G. C. Fisher, H. T. Jackman, T. L. Perkins and D. Jaffe. In going beyond the Colony to fill the post vacated by Mr. Jones, the Government are following "precedent." Mr. Jones came here from Trinidad. But the Hon. Mr. Chatham, the Director of Public Works, entered the service of the Colony as an executive engineer, and before he had been in the Colony three years he was appointed acting Director of Public Works. Are there no men on the present staff qualified to fill the present vacancy and deserving the promotion?

RODERICK RANDOM

## LOCAL SPORT.

## BOXING TOURNAMENT.

The return of Bill Lewis to Hongkong has revived interest in the manly art, and boxing this coming winter promises to flourish as it has not done for years in the Colony. Mr. R. H. Whittaker opened his season at the City Hall on Saturday night with a programme remarkable for its all-round excellence, and needless to say the principals were greeted by a well-filled house, which included the General Officer Commanding Troops and his A.D.C. Mr. Harrington refereed the preliminaries, and Mr. Jack Dempsey the main event; Messrs. Kelly and Bond were the timekeepers, and Mr. George Turner was master of ceremonies.

The first event of the evening, ten round bout between Drummer Bouchier of the Buffs and Stoker Phillipps of H.M.S. *Cadmus*, proved disappointing, inasmuch as it did not last a round. It opened with promise of a sterling fight, but Bouchier fouled the Stoker, and the latter declined to fight on. The drummer got the decision.

"Kid" Marriott of the Naval Yard and Seaman Heaps of H.M.S. *Tamar* next entered the ring for an eight round contest. Both turned the scale at 8 stone 8 lbs., and Marriott found in the sailor a tougher opponent than he expected. Heaps went the whole way, and was good for more, but Marriott was smarter, and had more ringcraft. He was given the decision on points.

A four round bout followed between two youngsters from the Buffs, Boy Kirby, 15 years, and Boy Henry, 15 years. Needless to say, the youthful principals went at it hammer and tongue, and greatly amused the spectators. A drawn battle was the result.

**ASUNDEL WINS: BURNS GETS DECISION.** Gunner Arundel of the 88th Co. R.G.A. and Eddie Burns of the U.S.A. entered the ring for a ten three-minute round contest, the former weighing 10 stone 2 lbs. and the latter 10 stone 4 lbs. This match resulted from a challenge by Burns when the men previously met, and the American was defeated. Burns had improved much since then, and was in better form when he took the ring on Saturday, but he was far from defeating the Gunner on points. Harrington may be clever as a pugilist, but the decision he gave in this event on Saturday night shows that his knowledge of refereeing is limited. Up to the ninth round there was nothing between the men. Burns did considerable leading, but in most of the rounds the advantage in exchanges was with the Arundel, who left repeatedly played on the American's jaw, but not with sufficient weight to stop him. In the tenth and last round Arundel opened out, and was all over his opponent, who hugged him throughout his punishment. Arundel lost, but he was beaten by the referee.

**LEWIS AND SIMMS.** Not satisfied with the superiority of Australian, Battling Simms again confronted Bill Lewis in a twenty-five three-minute round contest for a purse of \$1,000. As Lewis got through the ropes he was greeted with a prolonged cheer, which indicated a welcome back to the Colony, and another noisy welcome was tendered Simms as he followed him. Simms was in good form, and in the opening rounds showed to better advantage than previously. Lewis, looking even better than when he left, was as active as a springbok and as wary as a Chinese when driving a bargain. He opened out in this fight as he has never done in Hongkong before, and even then it is doubtful if he was seen to the same advantage as when he met Whitelaw in Australia. It was early apparent that he absolutely outclassed the coon, whose only advantages were in weight and height. "If Simms gets one of those swings home" was a general remark, but if stands in the same relation to boxing as it does to other affairs in this life. The last of Lewis continued to swing on the jaw of his opponent like a sledge hammer, while his right varied the punishment by clashes above heart and wind. By the ninth round Simms' face was badly cut, and he was showing signs of distress. But he fought manfully on, and had the advantage in the next three minutes. In the eleventh round Lewis renewed his punishing tactics, and Simms without a onslaught such as he has probably never before experienced in his boxing career, the little Australian, dealing it out to him much

after the fashion the coloured fighter served Sergeant Pigott. Simms was getting decidedly "groggy," but he saved an inevitable knock-out by deliberately losing the fight on a foul. There can be now no question as to the better man, and another must be found to lower the colours of the successful New South Welshman. When such a one comes along, provided he has the record, there will, without doubt, be a packed house at the City Hall, or wherever such fight takes place.

## GOLD MINING IN THE PHILIPPINES.

According to a Manila contemporary fifty-two sacks of the richest gold ore ever seen in Manila reached Manila last week from the Tumbaga mines in the Camarines. The shipment will be exhibited for some time before being sent to the United States for smelting at the Salby smelter in San Francisco. Mr. Cavander reports prospects of this mine as very encouraging indeed. The same steamer brought bullion from the Potosi and the Heise dredges.

The officers of the Tumbaga mine are: Judge T. B. Ingall, Charles C. Carson, A. J. McDonald, Captain W. E. Wilson and Robert Lienau.

## COMPANY REPORT.

## THE HONGKONG HOTEL COMPANY LIMITED.

The Report of the Board of Directors for the half-year ended 30th June, 1910, is as follows:—

**Accounts.** The Profit on working account amounted to \$383,691.10, as compared with \$371,184.54 for the corresponding period of 1909, being an increase of \$16,504.46.

The Profit and Loss Account, including the sum of \$1,277.91 brought forward from last half year, shows a credit balance of \$69,476.91, which the Directors recommend should be apportioned as follows:—

To pay a dividend of:—

\$3.00 per share on 12,000 old shares ..... \$ 36,000

1.50 per share on 8,000 new shares ..... 12,000

..... \$48,000.00

To transfer to repairs and renewals account ..... \$10,000.00

To write off furniture and fixtures ..... 10,000.00

To carry forward to new account ..... 21,476.91

..... \$89,476.91

Directors.—Mr. W. H. Potts has been granted leave of absence. Mr. Potts retires by rotation, but offers himself for re-election.

**Audit.**—In the absence of Mr. H. U. Jeffries the accounts have been audited by Messrs. A. R. Lowe, C.A., and A. O'D. Gourdin. Messrs. H. U. Jeffries and A. R. Lowe offer themselves for re-election.

J. W. NOBLE, Chairman.

Hongkong, 1st September, 1910.

## PROFIT AND LOSS ACCOUNT.

For the six months ending 30th June, 1910.

To bad debts and refunds ..... \$ 522.45

To Crown rent ..... 506.93

To rates ..... 5,589.50

To fire insurance ..... 3,141.75

To interest ..... 19,074.85

To directors' and auditors' fees ..... 3,700.00

To balances, to be apportioned as follows:—

To pay a dividend of \$48,000.00

To write off furniture and fixtures ..... 10,000.00

To transfer to repairs and renewals account ..... 10,000.00

To carry forward to new account ..... 21,476.94

..... \$89,476.94

..... \$119,012.39

By balance from 31st December, 1909 \$72,877.01

Less dividend of \$2.60

per share on 12,000 \$31,200.00

Less dividend of \$1.30

per share on 8,000 now shares ..... 10,400.00

..... 41,600.00

Less transfer to repairs and renewals a/c ..... 10,000.00

Less transfer to furniture and fixtures account ..... 15,000.00

Less transfer to installation of electric light account ..... 5,000.00

..... \$71,600.00

..... \$1,277.01

By dividends on shares in public companies ..... 437.00

By scrip and transfer fees ..... 40.00

By rents of shops and "Hotel Mansions" ..... 29,040.00

By bad debts recovered ..... 149.28

By profit on Hotel working account for the six months ending 30th June, 1910 ..... 88,069.10

..... \$119,012.39

REPAIRS AND RENEWALS ACCOUNT.

For the six months ending 30th June, 1910.

To balance forward ..... \$ 333.89

To payments on account of repairs and renewals during the half-year ending 30th June, 1910 ..... 6,611.77

To balance ..... \$ 3,054.34

By amount transferred from profit and loss account as recommended in last report ..... \$10,000.00

..... \$10,000.00

..... \$10,000.00

BALANCE SHEET, 30TH JUNE, 1910.

## LIABILITIES.

Capital:—12,000 old shares at \$50 each (fully paid up) ..... \$600,000.00

8,000 new shares at \$25 each paid up ..... 200,000.00

..... \$800,000.00

1,500 mortgage debentures (6 per cent.) ..... \$750,000.00

Less 667 held by the Company ..... 333,500.00

..... 416,500.00

Reserve fund ..... 648,975.78

Sundry creditors ..... 45,715.05

Unclaimed dividends ..... 2,907.80

Repairs and renewals account, balance as per statement ..... 3,054.34

Hongkong and Shanghai Banking Corporation (current account) ..... 256,016.41

Profit and loss account, balance as per statement ..... 89,476.91

..... \$2,625,646.29

## ASSETS.

Value of Marine Lot, No. 5 & Remaining Portion of Marine Lot, No. 3 & Remaining Portion of Marine Lot No. 7, and buildings thereon, as per last account ..... \$1,099,548.20

Praya reclamation—Marine Lot No. 238 and building thereon ("Hotel Mansions"), as per last account ..... 621,892.68

Rebuilding south block, payments to date ..... 243,241.99

Cost of three Chinese houses on Sections B, C, and D of Inland Lot No. 80 ..... 33,000.00

Cost of Kowloon Farm Lot No. 3, Section A ..... 30,926.90

..... \$2,028,607.77

Machinery, furniture and fixtures, as per last account ..... \$149,833.92

Less written off, as per last report ..... 15,000.00

..... \$134,833.92

Since added ..... 618.63

..... 135,452.55

## CANTON-HANKOW RAILWAY.

## THE HUNAN SECTION.

The following "communic

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THIS MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic address: PRESS Codes: A.B.C. 5th Ed. Lieber.

## NEW ADVERTISEMENTS

## NOTICE.

**K**NOW all Men by these Presents that I, E. S. JOSEPH, Broker, of Hongkong, do hereby declare that from henceforth I shall cease to use and Sign the Surname of JOSEPH and that I now adopt and take the name of E. S. JOSEPH GOULD and I shall now and at all times hereafter use and Sign the said Surname of JOSEPH GOULD instead of that of JOSEPH.

E. S. JOSEPH,  
Hongkong, 3rd September, 1910. [1024]

## IN THE SUPREME COURT OF HONGKONG.

## ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES' ORDINANCES, 1865 & 1886.

IN THE MATTER OF THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

**N**OTICE IS HEREBY GIVEN that His Honour Sir FRANCIS PIGGOTT, KNIGHT, Chief Justice of the Supreme Court of Hongkong, has by an Order dated the 23rd day of August, 1910, appointed LAU CHU PAK (伯爵) of Alexandra Building, Victoria, in the Colony of Hongkong, Comptroller to A. S. WATSON & COMPANY, Limited, to be Official Liquidator of the above-named Company. Dated this 2nd day of September, 1910.

J. H. KEMP,  
Registrar.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS

THE Steamship

## NOTICE.

Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 17th September, 1910, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 9,621 tons, from Colombo, passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be convoyed via Bombay by the R.M.S. "PESSIA," due in London on the 15th October, 1910.

Parcel will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 5th September, 1910. [1011]

## NOTICE.

**W**E beg to inform our Lady Customers that our Establishment will be CLOSED at 6 P.M. every day, commencing from 15th September, for One Month only owing to our FASTING HOLIDAYS.

HOOSAIN-ALI & CO.,

No. 14, Queen's Road Central.

Hongkong, 5th September, 1910. [707]

**W**ANTED all kinds of GUTS, especially CHIN HOG CASINGS.

Agents also may communicate to—

SEIGMUND COHN,  
HAMBURG 15,  
(Germany).

993]

TO ALL WHOM IT MAY CONCERN.

AFTER This Date, I shall be no longer Responsible for the Debts of my Wife, MARY WILKS.

G. WILKS,  
Naval Yard Police.

Hongkong, 31st August, 1910. [998]

VIENNA CAFE CO., (1910) LIMITED (RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,  
(Opposite Post Office.)

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910. [794]

## PUBLIC COMPANIES

GREEN ISLAND CEMENT CO. LTD.

**A** N INTERIM DIVIDEND of FIFTEEN CENTS per Share for the Six Months ending 30th of June, 1910, will be payable on the 12th day of September, 1910, on which date Dividend Warrant may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 12th day of September, 1910, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 25th August, 1910. [1930]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 17th September, 1910, at NOON, for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 2nd September, 1910. [1016]

DOUGLAS STEAMSHIP CO. LTD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 24th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th September, both days inclusive.

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 3rd September, 1910. [1018]

NOTICE OF FIRM

NOTICE.

WE HAVE Authorised M. H. K. ERANI to Sign our Firm from the 27th inst.

N. MODY & CO.

Hongkong, 30th August, 1910. [1922]

INTIMATIONS

PEAK TRAMWAYS COMPANY, LTD.

NOTICE.

FOR the purpose of renewing some parts of the hauling machinery the Service of Cars will be suspended from 8 P.M. on SATURDAY, the 10th inst., till 8 A.M. on MONDAY, 12th inst.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st September, 1910. [1005]

SOCIETE DES PULPES ET PAPERERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a First Call of Dollars Ten (\$10) HAIPHONG CURRENCY—Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY per Share will be made on the 28th September, 1910, of the above Company on the 1st October, 1910.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, THE BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.

The Provisional Certificates may be sent in to Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors,

T. F. HOUGH,  
Chairman.

Hongkong General Purposes Committee.

Hongkong, 1st September, 1910. [1009]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

he Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents,

SIEMSSEN & CO. (Machinery Dept.), Hongkong.

748]

TO ALL WHOM IT MAY CONCERN.

AFTER This Date, I shall be no longer Responsible for the Debts of my Wife, MARY WILKS.

G. WILKS,

Naval Yard Police.

Hongkong, 31st August, 1910. [998]

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AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910. [794]

## ENTERTAINMENT

THEATRE ROYAL.

Lessee: M. WARWICK MAJOR.

FOR THE FIRST TIME IN HONGKONG.

WARWICK MAJOR'S

COMEDY CO.

Including the Popular Actress

MISS GEORGIE CORLESS,

Supported by

EIGHTEEN WELL-KNOWN ENGLISH

ARTISTES.

OPENING NIGHT.

ON WEDNESDAY NEXT, 7TH SEPTEMBER,

IN CHAS. HAWTREY'S most laughable

Farce Comedy in Three Acts,

"JANE."

PRICES: \$3, \$2 AND \$1.

Print at MOUTRIE'S.

Hongkong, 3rd September, 1910. [1015]

FOR SALE

REMAINING Portions of MARINE

LOTS 31 and 35, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR

PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

APPLY—

G. FENWICK & CO. LTD.,

ENGINEERS, 20,

PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [84-163]

ON SALE.

HONGKONG HANSDARD REPORTS

of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1909.

REVISED by THE MEMBERS.

PRICES—

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

CHEESE

CHOICE

CANADIAN STILTON.

&lt;p

## THE RULE OF THE ROAD.

A paper on the Rule of the Road on Land was read at the 26th Conference of the International Law Association by Mr. R. P. Mahaffy.

He said it was strange that the custom of the road should differ from country to country; that it should be one thing in Great Britain, Sweden, Hungary, Portugal, in some provinces of Italy, and in some provinces of Austria; and the opposite in France, Germany, the country parts of Italy, Spain, Russia, and even in the United States of America, where so many English institutions still remained. The natural way to lead a horse was with the right hand, and it was desirable, when the horses were passing on a road, that the men leading them should each be between his horse and the other horse and man. Now if a man leading his horse with his right hand wished to be between that horse and any other meeting him on a path, he would naturally keep to the right. This enabled him to control his horse and keep it to the side of the road. Moreover, if a horse which was being led shied or kicked, he always did so away from the side on which he was led; and if he was led with the right hand and was led past other horses on the right, he would, if he kicked or shied, do so towards the outer edge of the road, which was much less dangerous than if he shied or kicked into the middle of the road. This fact was realized to this day in the country roads in England, where the rule for horses led by hand was the opposite from that for driven carriages, and this must have been the universal rule in older times when heavy traffic was carried by led pack-horses. It remained to be considered why the rule in England was changed, and he had come to the conclusion that it must have been changed gradually after the introduction of fast carriages driving on the English country roads, and more especially after the introduction of coaching and driving, and the general conclusion to which they pointed was that the practice of driving carriages became general in the early part of the 17th century.

When carriages came into general use one thing at once became essential and that was that the whip, which did so much to guide as well as to encourage horses, should be free. This became even more necessary with the introduction of four-in-hand driving and fast journeys, for drivers had little control over the leading horses except by means of the whip. As a coach were driven on the right of the road the coachman's long whip (which was held in his right hand) would be much less free if it was towards the side of the road with its hedges or trees, or close to the walls of houses in the narrow streets of our old English towns than if it was not so. Holding the whip in his right hand, the driver was naturally inclined to keep to the left side of the road so as to have room for the free play of the whip. But if he was right in his assumption as to the reason of this change, how was it that no such change was made in France or Germany? There was a difference between the history of the making of roads in France and in England. The French roads, at all events, the *route nationale*, were generally made straight across country from one large city to another, and they took little notice of the small towns and villages which lay near their path. An order of the French Royal Council in 1776 divided the roads of France into four classes. The breadth of the first class was to be 42 ft. between fences; that of the second class 36; of the third, 30; of the fourth 24. No doubt some of our English roads were at that time as much as 42 ft. wide between fences, but very few of them were so, and with a road 42 ft. or even 36 ft. wide the risk of having the whip encumbered, if one kept on the right side, by trees, hedges, or wall, was very much less than in the narrow roads of England. The English rule was not confirmed by statute till the passing of the Highway Act of 1845, and before that time it was clearly decided by the Judges that it was at best only a rule of convenience, and not to be adhered to as a hard-and-fast rule. Since 1835 the duty to keep to the left had been put upon all drivers, both when they were meeting other vehicles, and when they were being overtaken, and failure to observe this rule was punishable with a fine.

SUGGESTED RULE AT CROSS-ROADS.  
In England there was no rule of the road at cross-roads. The Scottish Court had endeavoured to lay down a practical rule that if a main road was crossed by a side road person on the side road when approaching the crossing must come up to it with so much care as to be able to avoid anything which they might meet coming long the main road, and to give way and wait for traffic which they met on the main road. There were two serious difficulties in applying this rule. First, it was not always possible to say which of two roads was the main road and which was the side road. Secondly, unless the rule was to be made very strict and the driver on the main road to be allowed to keep his course and speed when he was approaching a crossing, and to assume that all traffic coming out of the side road would give way to him, it was of very little use. The rule laid down in the Regulations of the German Bundesrat, of May, 1906, on vehicles entering another street was a practical: and a rule of cross-roads might be evolved from it which was better than the recent product of the Scottish Judges. These regulations, which applied only to motor-cars, prescribed that, on bending into another street or road the driver must take the shortest curve if he was turning to his right, and the longest if he was turning to the left. They prescribed further that when vehicles, riders, or cattle met on the road, the driver must go over to his right "sufficiently," and that if, owing to the circumstances of the place, he could not do this, he must wait till the road was free.

This was a practical rule, unencumbered by the difficulty which attended the application of the Scottish rule. But in England, if we were to borrow this rule from the Germans, we should have to vary it by saying that in an emergency of this kind each party must turn to the left; for thus only would those who turned be on the correct side of the respective roads in which, after the turning was complete, they would find themselves. A number of associations of motorists in France and Belgium had lately issued a code of rules by which their members acted. The French club rules were quite explicit in the matter of cross-roads. They said that when two vehicles approached a crossing under such circumstances as that each driver could see the other, the vehicle advancing on the road to the other driver's right must be given precedence whatever might be the relative width of the roads; and that the other car should reduce speed to at least fourteen miles an hour, and stop altogether if this were necessary in order to let the other vehicle pass first. If the surroundings of the crossing were such that the driver on either road which approached it could not see the other, or could only partially see it, then both vehicles must reduce speed at least to fourteen miles an hour. Thirdly, if two cars travelling at this reduced speed were suddenly opposed to one another at a crossing and were in danger of colliding, each driver should turn to his right even if the movement compelled him to turn aside for the moment from the road he wished to follow.

He saw no prospect of a unification of the rules of the road on land in the various countries, and knew no necessity for such unification; for so long as foreigners knew what country they were in it was easy to remember and observe the rule.

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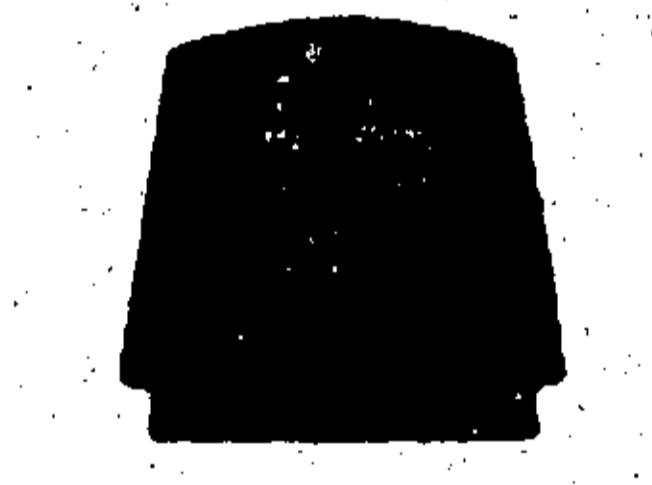
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## THE HONGKONG DAILY PRESS, MONDAY, SEPTEMBER 5TH, 1910.

of the road. But it was desirable and convenient that we should have international registration of vehicles. This had been achieved with notable rapidity and ease since the last meeting of the Conference, by the Convention of Paris of October, 1910. Orders in Council had since been issued in England which not only made it easy for foreigners to visit England with an international travelling pass, but actually modified our local law in England as contained in the Statute of 1903, for the case of these foreign vehicles.

## PEKING SYNDICATE PROSPECTS.

Presiding at the ordinary general meeting of the Peking Syndicate (Limited) on the 12th ult., Sir Richard Davis Awtry, said that since the last meeting the scheme of arrangement, which the present board had formulated for reconciling the rights of the company's different classes of shares, had received the sanction of the Court. That scheme removed all difficulties in respect of the rights attached to the various shares, and they were now for the first time in a position to present a profit and loss account made up in accordance with the Articles of Association. They had every reason to congratulate themselves on the scheme having been carried through. The profit and loss account showed the sum of £265,051 standing to its credit. There was also a reserve of £105,222 derived from the premium obtained on the issue of Ordinary shares, while under a suspense account there was a credit of £37,851. This was held in suspense pending settlement of a dispute with a firm of railway contractors which had been referred to arbitration. After anxious consideration the new board (which only assumed office six months ago) unanimously decided, notwithstanding the large sum standing to the credit of profit and loss, to carry this forward and not to recommend the declaration of a dividend. They thought it better to accumulate funds and strengthen the financial position. The capital of the company was practically intact, and being represented by securities and money in the banks and in the hands of the Government, was absolutely liquid. They had no debenture debt and no interest to pay on loans. The principal reason why they did not recommend the paying of a dividend at this stage was that they found the syndicate, after thirteen years of existence, sound and healthy in body, but a veritable dwarf considering its potentialities, which require large resources for their development. As a matter of fact there were other sources of profit, but it was premature to speak of them. They thought the shareholders would endorse this decision to pay no dividend at present. With regard to the commercial and industrial situation, the board found themselves face to face with many difficulties which required the closest attention, and as it was imperative to put them on a very much more satisfactory basis, they decided as their initial step to send out a special representative to China, and they chose Mr. George Browne, formerly consul at Kuklungh, who was accompanied by Mr. F. W. North, one of the company's consulting engineers. These gentlemen had been actively engaged in the interests of the company. Mr. North confirmed in every particular all that the shareholders knew already regarding the company's coalfield, and had proved that the coal was excellent and the supply practically unlimited. They were also told that pending the unwatering of Nos. 1 and 2 Shafts it was possible to increase the output from Shafte Nos. 4 and 6, 2,000 tons per day. The board had given the necessary instructions that this should be done. They were hoping to place the sales of coal on a much more satisfactory basis than had hitherto obtained, and he was glad to say that last week they received a cable from Mr. Browne stating that he had secured a reduction in the railway rates to Tientsin, and had purchased boats to enable them to convey coal by water more economically. Up to December 31 last some 90,000 tons of the various grades of coal were sold, the proceeds of which, after deducting cost of producing, freight, &c., had been credited to working expenses account. They had instructed Mr. Browne to apply to the Chinese Government for permission to start working the iron ore. Mr. North was on his way home, and when the board had his technical knowledge to advise them they would actively take in hand the question of erecting the blast furnaces and all the necessary plant for an up-to-date iron manufacturing industry. In the meantime experiments were being carried out on the spot as to the best method of working the ore which outcropped on the Homan Concession.

The report was adopted.

## LATEST STEAMER MOVEMENTS.

The H.-A. Linie str. *Sambia* left Shanghai on the 3rd inst. a.m., and may be expected here on or about the 7th inst.

The H.-A. Linie str. *Speria* left Foochow on the 1st inst. a.m., and may be expected here on or about the 8th inst.

The C. & M. str. *Rubi* left Manila on the 3rd inst., and is due here to-day at 3 p.m.

The N.Y.K. str. *Colombia Maru* (Bombay Line) left Moji for this port on the 31st ultmo, and is expected here to-day.

The N.Y.K. str. *Kanagawa Maru* (European Line) left Shanghai for this port on the 3rd instant, and is expected here to-morrow.

The I.G.M. str. *Gochen* left Shanghai on the 3rd instant at 9 p.m., and may be expected here to-morrow at daylight.

The I.G.M. str. *Prins Sigmund* left Kobe on the 4th inst. at 5 a.m., and may be expected here on or about the 9th instant a.m.

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17/- fy. "	Anglo-Malay ..	25% " 10	Morton Syndicate ..	.....
fy. "	Bakap ..	.....	Mount Austin ..	.....
fy. "	Bantong ..	2/- fy. "	Narborough-Est ..	.....
fy. "	Batu Caves ..	17.10.0 36% " 10	North Hummock ..	10% int. 03
fy. "	Batu Kawan ..	.....	Padang Java ..	.....
fy. "	Batu Tiga ..	5.12.6	Pandan Jchore ..	3.10.0
fy. "	Beranang Selangor ..	.....	Pataling ..	50% " 10
fy. "	Bernam Perak ..	3/- " 09	Pealap (Johore) ..	.....
fy. "	Do. Ordinary ..	.....	Perak ..	6.5.0 42% " 09
fy. "	Bidor ..	12/8 " 10	Peneiro Est ..	.....
12/8 fy. "	Bilands Selangor ..	12/6 " 10	Prye ..	10% " 08
2/- fy. "	Bukit Cloth ..	.....	Rataauf ..	.....
fy. "	Bukit Kajang ..	3.5.0	Romblon ..	10/6 pm
fy. "	Bukit Meratajai ..	.....	R. St. of Krian ..	.....
fy. "	Bukit Rajah ..	20.0.0 150% " 09	R. St. of Johore ..	.....
fy. "	Bukit Selangors ..	.....	Sagga ..	10.10.0
fy. "	Castlefield ..	6.7.6	Seaford ..	7.10.0 15% " 09
fy. "	Chankat Salak R. and Tin ..	.....	Selangor ..	3.16.9 75% " 10
fy. "	Chersonese ..	4.9	Semper ..	.....
fy. "	Chuviot ..	.....	Sendayan ..	2.2.6 pm
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2/- fy. "	Iuch Keneath ..	16.5.0 60% " 10	Sungei Way ..	6.12.6
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2/- fy. "	Johor R. Lands ..	.....	Tremelby ..	.....
2/- fy. "	Jogra (Ordinary) ..	40% " 09	Utd. Sia Betong ..	.....
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2/- fy. "	Kluan Kellas ..	.....	Strut. M. & Trust ..	.....
2/- fy. "	Kluan Kellas ..	3/6	India, Ceylon, Borneo, Java and Sumatra: ..	.....
2/- fy. "	Kota Bungk ..	.....	Anglo-Java ..	.....
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2/- fy. "	Krusing ..	10.5.0 30% int. 09	Bangawan R. ..	.....
2/- fy. "	Kuala Klang ..	10.5.0	Beaufort ..	17/6 " 09
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2/- fy. "	Lingga ..	3.19.6 50% " 10	Pontianak ..	.....
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Subscribed Capital .. 3,225,000  
Paid-up Capital .. 1,212,500 0 0  
Fire Funds .. 3,488,136 6 7  
The Undersigned AGENTS for the above  
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STEAMERS PASSED THE CANAL  
August 19th—Hirano Maru, Prometheus,  
Tranquebar, Yarra. 19th—Delayed  
through inundation. Tokien, 23rd—Indrasena,  
Inveresh, 26th—Alcinoos, C. Ford, Leicet,  
Hudson, Nippon, Palawan, Sithonia, Amiral  
Ezelmans, Indradas, 30th—Benedal, Prince  
Eitel Friedrich, Somal, Seso Maru, Wyner,  
September 2nd—Benedal, Brasilia, China, Ka,  
Kuan, Keenun, Kleist, Machaen, Moune,  
Ocunien, Pecharau, Tanga Maru, Pacific.

ARRIVALS AT HOME  
September 2nd—Ernest Simons, Kaisone,  
Pembroke, Shropshire, England.

ON SALE.  
A TABLE OF THE  
RATES OF EXCHANGE  
AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the  
English Mails from the Year of the Closing  
of the Indian Mints to the Free Coinage of  
Silver.

FROM 1893 TO 1905;

ALSO  
RATES FOR SOVEREIGNS, GOLD  
LEAF, BAR SILVER (From 1900),  
and other Useful Information.

PRICE: \$1 Cash.  
On Sale at the "DAILY PRESS" Office,  
Local Booksellers.

## AVERAGE MARKET PRICES.

September 1st, 1910.

The Prices are given in Dollar Cents.

BUTCHER MEAT.

Meat &amp; prime cut .. 10. 20

Ham Ngau Yok—Beef Sirloin .. 22

Shiu Ngau Yok—Beef Sirloin .. 22

Ngau Nai—Beef Sirloin .. 20

Tong Yau—Beef for soup .. 20

Ngau Po—Beef Steaks .. 22

Ngau Na—Beef Chong—Souvenirs .. 26

Ngau Na—Bullock's Brains set .. 9

Ngau Lao—Beef Steak, Sirloin 15

Ngau Le—Bullock's Tongue ..

fresh, each 50

Ham Ngau Le—corned .. 60

Ngau Tau—Bullock's Head .. 85

Ngan Sam—Heart .. 12

Ham Ngan Kin—Beef Hump ..

salt .. 18

Ngan Kuk—Bullock's Feet .. each 2

Ngan Kuk—Bullock's Kidney .. 9

Ngan Kuk—Bullock's Tail .. 18

Ngan Kon—Bullock's Liver .. 12

Ngan Kuk—Bullock's Tripes .. undressed .. 6

Ngau Tsai Tau Kok—Calves' head and Feet .. set \$1.00

Yung Pai Shu—Mutton Chop 1b .. 22

Yung Po—Log of Mutton .. 22

Yung Shan—Mutton Shoulder .. 20

Yung T'au—Sheep's Head .. 60

Yung T'au—Sheep's Heart .. each 6

Yung T'au—Sheep's Kidneys .. each 9

Yung T'au—Sheep's Liver .. 14

Ch. Kok—Pig's Foot .. each 12

Ch. 120—Pig Brains .. per set 24

Ch. 120—Pig's Fry .. 15

Ch. 120—Pig's Heads .. 15

Ch. 120—Pig's Kidney .. pair 8

Ch. 120—Pig's Liver .. 18

Ch. 120—Pig's Heart .. 11

Ch. 120—Pig's Liver .. 30

Ch. 120—Pig's Suckling Pigs (to order) .. 22

Shang Ngau Yau—Beef Suet .. 20

Shang Ngan Yau—Mutton Suet .. 22

Ngan Teat—Veal .. 20

Ngan Lai—Lamb Chong—Beef Suet .. 23

Ngan Lai—Lamb Chong—Veal Suet .. 23

Kai Tei—Chicken ..

## DREXEL'S ASTOUNDING FLIGHT AT LANARK.

RISES 6,750 FEET.

## AVIATOR'S NARRATIVE.

The special correspondent of the London *Daily Telegraph* wrote as follows:—

At last a world's record has been made in Great Britain in aviation. Alas! it has been achieved by an American on a French aeroplane borrowed from a Britisher. One would rather have wished that the order of nationality in the performance could have been reversed.

Yet no one will begrudge Mr. J. Armstrong Drexel the glory of the achievement. Certainly there is no greater *persona grata* among British aviators and the general public alike. To rise on an aeroplane to a height from the ground of 6,750ft. in fifty minutes is a feat that the whole aeronautical world will applaud, and rightly so. The history of this effort reads somewhat like a fairy story, yet it is stern fact for all that. On Thursday evening, at the Lanark aviation meeting, the wind dropped to ten miles an hour. Above in the sky were clouds of the cumulus type, heavy white banks through which sunbeams peeped in places. Drexel determined to make his flight for the daily altitude prize, and notified the judges of his intention.

During the week Mr. Cecil Grace had been busy repairing his Blériot monoplane, which he had purchased from M. Morane, at Bourne-mouth, after that aviator's splendid flights at that aerodrome. He had made good the damage he had done to it at Blackpool last week, and wished Drexel to test the monoplane to see if it was in complete order for flying. Drexel agreed, and determined to take Grace's Blériot for his height attempt.

## SIMPLY SAT QUIETLY.

At one minute past seven Drexel left the ground, and, as he told me himself, mounted rapidly to four thousand feet in one straight line. "I simply sat quietly with my back elevating plane up and let her rise," was his remark.

"But I found that the wing warping wires were badly adjusted, so had to keep the lever pushed over to the left in order to keep the machine on an even keel. If I had received a bad puff of wind that necessitated my pushing this lever further over to the left, I should have been in difficulties, as I could only have corrected the banking by the rudder." And yet knowing the limitations of the stabilising qualities of his machine Drexel persevered to increase his altitude.

Fortunately the higher he rose the less bad air currents he experienced, though occasionally he dropped fifty feet for no apparent reason, and again and again had to rise. Like Bruce's spider Ed persevered undaunted. To his surprise the heavy clouds that he expected to pierce at four thousand feet were at a much greater altitude, and Drexel did not rise above them until the height-finder that he carried registered six thousand feet.

## INTENSE COLD EXPERIENCED.

Here he felt the intense cold. His left hand, which he used for the controlling, balancing, and elevating levers, lost quite numb. His right hand was busily engaged constantly adjusting the tap controlling the petrol supply of his Graeme on ice, as his difficulty was to get the correct mixture for proper combustion.

Drexel informed me that at an elevation of 1,000ft. the motor was "spitting badly," but at

3,000ft. the engine ran splendidly. Still, the higher he rose the more the rarefied air caused him to "work all the time," as he expressed it. As he was passing through the clouds the officers under the command of Captain Taylor, R.E., who are kindly taking the altitudes by theodolites, took their last sight of him, and when they worked out their calculations found that Drexel was then 6,450ft. above the ground of the aerodrome. As the Lanark aviation field is 700ft. above sea-level, the Blériot monoplane was actually then 7,150ft. above sea-level. This immense altitude so startled these officials that they would not issue any figures to the world until they had examined the official barograph. Mr. Drexel carried hung round his neck. They had to wait until past midnight before Mr. Drexel returned to the aerodrome with this officially sealed instrument.

## DRAMATIC DESCENT.

But to continue the history of this world's record flying altitude. After Mr. Drexel passed through the heavy clouds he found a small cloud above him, and by endeavouring to mount over this he knew he was going heavenwards. At last, after what appeared to him a very long time, he summited it, though in getting there he had several "air-drops" of fifty to eighty feet. He did not, however, feel any wind currents. He started to me when he returned in the early hours of the morning that it took him four minutes to rise his last 50ft. After his final struggle he looked at his own height-recorder, which he carried as well as the official barograph, and saw that it registered 6,870ft., so he determined to descend. The official instrument proved, when examined, that he had risen 6,750ft. from the ground, or 7,450ft. above sea-level, or 470ft. short of a mile and a half in the air.

As the previous record made by Brookins in America stood at 6,175ft., he knew that he had at last gained his desire, and created fresh world's record.

His descent was as dramatic as his lofty flight, for he could not see Tinto Hill or Lanark Loch, his two landmarks. Determined to find the position of the aerodrome, he pointed his monoplane downwards until he practically "sat on its tail," so acute was his descending angle. He fell 4,000ft. in six minutes, and the singing in his ears drowned the hum of the motor. At 2,000ft. he saw an expanse of water, and, thinking this was Lanark Loch, he made for it. But his lofty glide had carried him five miles away from his course, and he had flown to Millethorn unaware.

Finding a good-sized grass field below him, he descended in it, hopping over a ditch and safely landing on terra firma once again after one of the greatest exploits yet performed by an aerial pilot.

Drexel found he was near a farmhouse called Wester Mossfall, a sheep farm about two miles from Cobbinshaw Railway Station.

## A TRIUMPHANT RETURN.

Leaving his aeroplane in the field, he walked to this station, and sent a reassuring telegram to the aerodrome announcing his safe descent and asking for a motor-car and his mechanics to fetch the machine. This was now a necessity, as on his way back to the Blériot from the station the rain came down in torrents. Rain would spoil the wings.

Unfortunately, it rained hard all night, so that when Mr. McArdle, Mr. Drexel's partner, and the mechanics arrived by motor-car they had to cover the triumphant Blériot with tar-

paint. It was dismounted to-day and brought to its home, Mr. Grace's hangar, on an Argyle.

Drexel had a triumphant greeting when he returned by car to Lanark, much to his own disgust, as this young American is as modest in his demeanour as he is daring in his achievements.

Lanark in particular and Great Britain in general owe John Armstrong Drexel a debt of gratitude. Exploits such as these do more to popularise aviation than continuous flights round a restricted circular course, however well adapted and arranged it may be.

From the mechanical point of view Drexel has shown that with the present type of monoplane its limitation in altitude is roughly 6,000ft. Large increased engine power is necessary for higher altitudes, but, as 2,000 to 3,000ft. would be probably the height against shot and shell, it is doubtful whether any practical gain would be given by flying higher than this astounding performance.

## PREVIOUS RECORDS.

As is generally known, Mr. Armstrong Drexel is the son of Mr. A. J. Drexel, the American banker and millionaire, and is the brother of Viscountess Maidstone. Associated with him in his aviation undertaking is Mr. McArdle, of Bourne-mouth, who, like his partner, has made several successful flights at the Lanark meeting. Mr. Drexel, it may be added, is a popular pupil of M. Blériot, and learned to fly at Paris.

Appended is a list of the greatest altitudes in feet yet attained on aeroplanes:

Mr. A. Drexel (Blériot monoplane), Lanark 6,750

Mr. W. Brookins (Wright biplane), Atlantic City ... 6,245

M. Chavez (Blériot), Blackpool ... 5,850

M. Tyek (Blériot), Brussels ... 5,640

M. Latham (Antoinette), Reims ... 5,540

M. Morane (Blériot), Bourne-mouth ... 4,475

M. Paulhan (Farman), Los Angeles ... 4,160

M. Weymann (Farman), Mourmelon ... 4,100

The foreign trade of the Port of London—the largest of British ports—was in 1908 represented by an "entrance" tonnage of 11,194,073, as compared with 11,160,367 in the preceding year and 11,222,542 in 1906. Second comes Liverpool, whose trade during the years 1906-1908 was represented by 8,145,441, 8,167,419, and 7,973,123 tons respectively. Cardiff ranks third with a tonnage in 1901 of 6,027,897, this showing a substantial increase on 1907, when the figure was 5,734,755, and on 1906 the tonnage was 5,295,531. Fourth on the list are grouped the Tyne ports, whose trade has risen in the three years under review from 4,334,783 to 5,554,724.

In the case of steam vessels only, while the tonnage of British ships has risen from 4,185,520 in 1860 to 76,774,588, the total tonnage of foreign nations has increased from 780,853 tons to 50,201,359 tons, the proportion per cent. of British to total tonnage having thus declined from 84.3 to 60.5.

The total tonnages of sailing and steam vessels entered with cargoes and in ballast in United Kingdom ports from and to each of the principal foreign countries and British possessions in 1908 were respectively 55,176,975 tons and 7,292,082, making in all 65,469,057. The corresponding figures in the case of "clearances" were 58,252,075 and 7,725,066 respectively, or a total of 65,977,139.

## FALL IN AMERICAN TONNAGE.

The statistics given relating to the trade of the United Kingdom with the United States show that whereas between 1854 and 1908 British tonnage of sailing and steam vessels has increased from 780,42 to 12,399,472 tons American tonnage has fallen from 1,908,004 to 925,275 tons.

The total tonnage of vessels trading between the United Kingdom and British Possessions has risen from 4,639,797 to 15,017,48 in 1908. Of the latter total 13,690,309 represented British and 1,326,830 foreign tonnage. Up to 1901 there was a steady rise in the trade, but since then it has fluctuated. The trade with British North America was represented in 1908 by a total tonnage of 4,533,288, of which 4,216,970 was British.

## TRADE OF PRINCIPAL PORTS.

The foreign trade of the Port of London—the

## ADVERTISEMENT

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## CHRONICLE

## FOR

## China, Japan, Corea, Indo-

## China, Siam, Straits Settlements,

## Netherlands India,

## Philippines, Borneo, etc.

## ON SALE.

## A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English

Mails; also Table of the Yearly

Approximate Averages for 35 years

FROM 1874 TO 1909.

Price 82 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & BIG	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	E. J. Fox	P. & O. S. N. Co.	About 7th inst.
LONDON, &c. VIA USUAL PORTS OF CALL, &c.	DELTA	Brit. str.	—	B. W. H. Show	P. & O. S. N. Co.	On 17th inst. at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINIE	On 2nd Oct.
HAVRE, HAMBURG & ANTWERP, &c.	SAMBIA	Ger. str.	k. w.	Rousse	HAMBURG-AMERICA LINIE	On 7th inst.
HAVRE, BREMEN & HAMBURG, &c.	SEZIA	Ger. str.	k. w.	Faas	MELCHERS & CO.	On 10th inst.
HAVRE & COPENHAGEN	YEDDO	—	Dan. str.	—	HAMBURG-AMERICA LINIE	On 14th inst.
HAVRE, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINIE	On 9th Oct.
HAVRE, HAMBURG VIA STRAITS, &c.	ALESSIA	Ger. str.	k. w.	C. H. Butler	NIPPON YUSEN KAISHA	On 8th inst. at 5 P.M.
MARSEILLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	—	MESSAGERIES MARITIMES	NIPPON YUSEN KAISHA	On 13th inst. at 1 P.M.
MARSEILLLES, &c. VIA PORTS OF CALL, &c.	VILLE DE LA CIOTAT	Fr. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 14th inst. at D'light
MARSEILLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MITALAZI MARU	Jap. str.	—	JARDINE, MATHESON & CO., LD.	NIPPON YUSEN KAISHA	About 17th inst.
MARSEILLLES, LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	1 m.	T. Seikine	NIPPON YUSEN KAISHA	On 26th inst. at D'light
MARSEILLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	2 m.	H. Frater	NIPPON YUSEN KAISHA	On 4th Oct.
MARSEILLLES, LONDON & ANTWERP & HAMBURG, & HAMBURG IN STRAITS, &c.	AMBIA	Ger. str.	k. w.	D. Leist	MELCHERS & CO.	On 29th inst.
TIESTE, &c. VIA SINGAPORE, &c.	VOORHEETS	Aus. str.	—	K. Kawan	NIPPON YUSEN KAISHA	On 7th inst. at Noon
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	GOESEN	Ger. str.	—	D. Leist	NIPPON YUSEN KAISHA	On 8th inst. at D'light
BOSTON & NEW YORK	LENNOX	Brit. str.	—	T. Seikine	NIPPON YUSEN KAISHA	On 13th inst. at 6 P.M.
VICTORIA, B.C. VANCOUVER, TACOMA, &c.	SANT PATRICK	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 13th inst. at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	BUERLIC	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 13th inst. at 4 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	DERFFLINGER	Brit. str.	—	G. Moines	MELCHERS & CO.	On 14th inst. at D'light
VICTORIA, B.C. & SEATTLE VIA KEELEUNG, &c.	YAWATA MARU	Jap. str.	—	A. Harris	HAMBURG-AMERICA LINIE	On 17th inst. at 6 P.M.
VICTORIA, B.C. & SEATTLE VIA KEELEUNG & JAPAN	YAWATA MARU	Jap. str.	—	G. Phillips, E.N.E.	BUTTERFIELD & SWINE	On 8th inst. at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—	M. B. Lake	BUTTERFIELD & SWINE	On 8th inst. at 4 P.M.
CAILAO, ILOQUIO, &c. VIA JAPAN PORTS, &c.	BUKO MARU	Jap. str.				

## SHIPPING.

## ARRIVALS.

BRITISH, British str., 1,933, Wm. A. Grey, 4th September—London via Singapore 28th August, General Gibb, Livingston & Co.

FUKUOKA MARU, Japanese str., 3,807, Y. Murakami, 2nd Sept.—Moj 27th August, Coal—Mitani Bussan Kisha.

GERMANIA, German str., 1,713, H. Frandsen, 2nd Sept.—Houqua and Hoilow 1st Sept., Coal and Pig—Jensen & Co.

HAIKONG, British str., 1,267, W. C. Passmore, 4th Sept.—Fuchow via Amoy 2nd Sept., General—Douglas, Lapraik & Co.

HAIKUN, British str., 641, A. Stowar, 3rd September—Swatow 2nd Sept., General—Douglas, Lapraik & Co.

HAIWARD, Norwegian str., 1,066, Andersen, 2nd Sept.—Bombay 26th August, Rice—Aagaard, Thorsen & Co.

KAGA MARU, Japanese str., 1,800, T. Kitano, 4th Sept.—Wakamatsu 27th August, Coal—Mitani Bussan Kisha.

LIAN, British str., 1st Sept.—Canton.

PHANANO, German str., 1,031, V. Mangoldff, 3rd Sept.—Bangkok 25th Aug. and Hoilow 1st September, Rice and Meal—Butterfield & Swire.

SHINCHIKU MARU, Japanese str., 1,938, H. Mary, 3rd Sept.—Moj 28th August, Coal—Osaka Shosen Kisha.

SUMA, Japanese cruiser, 3,100, J. Takemuchi, 3rd September—from Pescadores Is.

TEUCHER, British str., 5,802, G. W. Parkinson, 3rd Sept.—Macao 31st August, General—Butterfield & Swire.

TIENSHIN, British str., 1,227, E. Boyd, 3rd September—Swatow 2nd Sept., General—Butterfield & Swire.

THIBODAS, Dutch str., 2,953, P. Zwart, 3rd September—Kao and Amoy 2nd Sept., General—Java-China-Japan Line.

## DEPARTURES.

## 3rd September.

ARCADIA, British str., for Europe, &c.

APACAL, British str., for Singapore, Asia, American str., for San Francisco.

CHIPEUNG, British str., for Swatow.

CHONGWAII, German str., for Swatow.

NANCHANG, British str., for Canton.

ZANFO, British str., for Manila.

4th September.

KASHING, British str., for Amoy.

MARIE, German str., for Saigon.

PALMA, British str., for Keeling.

THUROUHAN MARU, Japanese str., for Moji.

VICTORIA, Swedish str., for Saigon.

SHIPPING REPORTS.

The British str. *Haihong* reports: Wind and weather very unsettled with confused seas and low barometer; sheltered the night of 2nd September in Amoy outer harbour through typhoon weather. Took a native off a bamboo raft off Roca Island.

## VESSELS IN DOCK.

## September 2nd.

TAIKOO DOCK.—Union, Drumetan, Demeter.

## PASSENGERS.

ARRIVED.

For Phrahang, from Bangkok, &c., Dr A. G. Menia.

For Hutching, from Coast Ports, Mr Lucyk, Miss Hunt, Mr and Miss Sayer, Mr and Miss Stewart, Mrs Pepperell and Mr Kozaki.

## DEPARTED.

For Zafiro, for Manila, Lieut. H. C. Daniels, Mr and Mrs Goodell, Mr and Mrs A. Martin, Mr L. D. Weeks, Mr E. C. Wilk, Mr N. Garcia, Mrs Gav. Ad. Mr J. T. Gonzalez and Doctor Minor.

For Asia, for San Francisco, Mr W. W. Polling, Mrs Geo. Becht, Mr B. E. Fielder, Mr Henri Taffine, Mr and Mrs W. O. Pou, Mr H. Heppner, Mr and Mrs H. W. Robinson, Mr and Mrs H. M. Lawer, Mr F. C. Banham, Miss D. Mannia, Mrs Jase A. Cusow, Mr N. Hornes, Mrs B. S. Blaistell and infant, Misses H. and G. Blaistell, Master E. Blaistell, Messrs F. L. Frank, O. Atkin, N. J. McCall, Dana, Duncan, Fulton, Mr and Mrs S. H. M. Frank, and Mr W. J. E. Cox.

## VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. *Derflinger*, carrying the German Mail with date from Berlin of the 10th ultmo, left Singapore on the 2nd instant, at 5 p.m., and may be expected here to-morrow at 8 p.m.

THE INDO-CHINA MAIL.

The Indo-China str. *Nansang* from Calcutta and the Straits left Singapore for this port on the 31st ultmo.

THE INDO-CHINA str. *Laisang* left Calcutta for the Straits and Hongkong on the 28th ult., and is due here on or about the 13th inst.

THE CANADIAN MAIL.

The C.P.R. Co's str. *Empress* of India arrived at Kao 8.30 p.m. on the 1st instant, and left again at 2 a.m. on Friday for Shanghai, where she is due to arrive at 3 a.m. on the 5th instant.

## THE AMERICAN MAIL.

The P.M. str. *Mongolia* left Yohohama on the 30th ult., for Hongkong via Kao, Nagasaki and Manila, and is due to arrive at Hongkong on the 11th inst.

The T.K.K. str. *Tenyo Maru* leaves Yohohama on the 5th instant, and is due to arrive at this port on the 13th instant.

## THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* from Sydney, &c., left Port Darwin on the 29th ultmo for Timor, Manilla and this port.

The E. & A. str. *Aldenham* left Sydney on the 31st ultmo for Queensland Ports, Manila and this port.

## MERCHANT SHIPS.

The str. *Cepri* left Singapore for this port on the 29th ultmo, and may be expected here to-day.

The str. *Bloemfontein* left Singapore on the 30th ultmo, and is due here to-day.

The H. A. Line str. *Alesia* left Singapore on the 30th ultmo p.m., and may be expected here to-day.

The str. *Glenstrae* left Singapore on the 31st ultmo, and is due here to-day p.m.

The Mogul str. *Pathan* sailed from the United Kingdom on the 2nd ultmo for Hongkong via Straits.

The P. & O. S. N. Co's str. *Nore* left Singapore for this port on the 2nd instant, at 3 a.m., and is due here on the 7th instant, at about 6 a.m.

The O.S.K. str. *Panama Maru* left Tsooma for this port via Manilla on the 6th ultmo, and is expected to arrive here on or about the 13th instant.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 26th ult, and is expected here on the 13th instant.

The O.S.K. str. *Seattle Maru* left Tsooma, Wash., for this port on the 20th ultmo, and is expected to arrive here on or about the 27th instant.

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## HOMeward PASSENGER SEASON 1911.

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## STEAMERS

## Leave

## HONGKONG

## Connecting Steamer

## from COLOMBO to

## MARESILLES (Brindisi 2 days earlier)

## Due

## PLYMOUTH (London 1 day later)

## STEAMER

## Tone

## 1 P.M. SATURDAY

## Steamer

## Tons

## SATURDAY

## STEAMERS

## TOSA

## SHANGHAI, KOBE &amp;

## YOKOHAMA

## Capt. Ristori

## 12th Sept., P.M.

## MARESILLES VIA PORTS

## "V. DE LA CIOTAT"

## Capt. Barillet

## 13th Sept., 1 P.M.

## SHANGHAI, KOBE &amp;

## YOKOHAMA

## Capt. Seller

## 26th Sept., P.M.

## MARESILLES, VIA PORTS

## "TOURANE"

## Capt. Lancelin

## 27th Sept., 1 P.M.

## TRANSHIPPING on the Co's Steamers at Singapore for Batavia at Colombo for Calcutta, Bombay and Australia, at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

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## FRENCH MAIL LINES.

## FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

## FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

## FOR STEAMERS

## TO SAIL.

## SHANGHAI, KOBE &amp;

## YOKOHAMA

## Capt. Ristori

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## "GOEBEN"

## 17,300

## Wed'day, 7th Sept., at NOON.

## ANTWERP &amp; HAMBURG

## "DERFFLINGER"

## 17,000

## Absent

## SHANGHAI, NAGASAKI, KOBE

## "DRESDNER"

## 17,000

## Absent

## MANILA, ANGARA, YAP, MAROUA,

## "PRINZ SICISMUND"

## 6,000

## Saturday, 10th Sept., at Daylight

## NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE

## "COBLENZ"

## 6,750

## About

## YOKOHAMA &amp; KOBE

## "BORENO"

## 5,05

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP	VIA SINGAPORE, PENANG, COLOMBO, PORT	About 7th	Freight and Passage.
	Capt. J. F. Fox	Sep.	
SHANGHAI, MOJI, KOBE & NORE	SHANGHAI, MOJI, KOBE & NORE	About 8th	Freight and Passage.
	Capt. G. Phillips	Sep.	
SHANGHAI	DELHI	About 15th	Freight and Passage.
	Capt. G. W. Gordon, P.M.	Sep.	
LONDON via USUAL PORTS	DELTA	Noon, 17th	See Special Advertisement.
	Capt. B. W. H. Show	Sep.	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 5th September, 1910.

**CHINA NAVIGATION CO., LTD.**  
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 6th Sept., 4 P.M.
ILLOLO & CEBU via AMOY	"SUNGELANG"	On 7th Sept., 4 P.M.
SHANGHAI	"CHINHUA"	On 8th Sept., 4 P.M.
CHEFOO & NEWCHWANG	"NANCHEANG"	On 8th Sept., 4 P.M.
TIENTSIN	"HUICHOW"	On 10th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINA") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo or through Bills of Lading to all Ya. ports and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$60 RETURN.

For Freight or Passage apply to—

Hongkong, 5th September, 1910.

BUTTERFIELD & SWIRE,  
AGENTS.

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**INDO-CHINA S. NAV. CO., LTD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"HANGSANG"	Friday, 9th Sept., Noon.
	"NAMSANG"	Friday, 9th Sept., Noon.
MANILA	"YUENSANG"	Friday, 9th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 14th Sept., Noon.
TIENTSIN	"CHEONGSHING"	Thursday, 15th Sept., Noon.
MANILA	"LOONGSANG"	Friday, 16th Sept., 4 P.M.

## RETURN TOURS TO JAPAN.

OCCUPYING 20 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGER

Hongkong, 5th September, 1910.

**EAST ASIATIC CO., LTD.**

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

**RUSSIAN EAST ASIATIC CO., LTD.**

ST. PETERSBURG &amp; VLADIVOSTOCK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 10th Sept.
HAVRE and COPENPAGEN	"YEDDO"	On 10th Sept.

For Further Particulars apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 5th September, 1910.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Composing 9 to 10 Days.

LEAVING.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 6th Sept., at 10 A.M.
"HATTAN"	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 A.M.
"HAITANG"	Capt. A. E. Hodgins	TUESDAY, 13th Sept., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,  
GENERAL MANAGERS.

Hongkong, 3rd September, 1910.

**HAMBURG-AMERIKA LINIE.**

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea, and Baltic Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

FOR SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. ALESIA	8th Sept.
S.S. C. FEED, LAEISZ	27th Sept.
S.S. ALMENIA	6th Oct.
S.S. SENEGAMBIA	21st Oct.
S.S. SILESIA	4th Nov.
S.S. SUEVIA	16th Nov.
S.S. ARABIA	30th Nov.
S.S. SCANDIA	15th Dec.

FOR HAVRE, HAMBURG & ANTWERP:	7th Sept.
S.S. SAMBIA	7th Sept.
FOR HAVRE, BREMEN & HAMBURG:	10th Sept.
S.S. SPEZIA	14th Sept.
FOR HAVRE, HAMBURG & ANTWERP:	2nd Oct.
S.S. LIBERIA	2nd Oct.
FOR BREMEN, HAMBURG & ANTWERP:	4th Oct.
S.S. BADENIA	9th Oct.
FOR MARSEILLES & HAMBURG:	9th Oct.
S.S. AMBRIA	9th Oct.
S.S. ALESIA	9th Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

**JAVA-CHINA-JAPAN LIJN**

REGULAR THREE-WEEKLY SERVICE BETWEEN

## JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAPAN	Second half of Aug.	JAPAN	First half of Sept.
TJIEBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIMAI	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

YORK BUILDINGS, 1st FLOOR.

Hongkong, 5th September, 1910.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

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**SOUTH AMERICAN LINE.**

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to N. YAMADA, Acting Manager. TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910. 403

**NIPPON YUSE**

## MUSICAL INSTRUMENTS AND STRINGS.

VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.

ALL WOOD and BRASS WIND INSTRUMENTS.  
ALUMINUM MANDOLINES FOR HOT CLIMATES.

NOVELTIES OF FITTINGS and STRINGS.

GEBRUEDER SCHUSTER, MARKNEUKIRCHEN 76, GERMANY.  
For Particulars, Catalogues and Samples apply to the Solo Representative for China:

**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Goeben, with the Siberian mail, is due to arrive here to-morrow morning.

TO	PER	DATE
Yokohama and Kobe	Tjilatjap	Monday, 5th, 9.00 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Madras	Tjibodas	Monday, 5th, 11.00 A.M.
Swatow, Amoy and Tamsui	Daiping Morn	Monday, 5th, 11.00 A.M.
Macao	Eui Tai	Monday, 5th, 1.15 P.M.
Saigon	Telemachus	Monday, 5th, 2.00 P.M.
Swatow, Amoy and Foochow	Hainan	Tuesday, 6th, 9.00 A.M.
Macao	Sui Tai	Tuesday, 6th, 1.15 P.M.
Manila	Tamring	Tuesday, 6th, 3.00 P.M.
Keelung, Moji, Kobe, Yokohama, Victoria and Tacoma	Tacoma Maru	Wednesday, 7th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN... (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Macau	Letters	11.00 A.M.
Amoy, Iloilo and Cebu	Sui Tai	Wednesday, 7th, 1.15 P.M.
Macau	Sungiang	Wednesday, 7th, 3.00 P.M.
Shanghai	Sui Tai	Thursday, 8th, 1.15 P.M.
Chefoo and Newchwang	Chinhua	Thursday, 8th, 3.00 P.M.
Swatow, Amoy and Foochow	Nanchang	Thursday, 8th, 3.00 P.M.
Shanghai, Kobe and Moji	Haiton	Friday, 9th, 9.00 A.M.
Macao	Namsang	Friday, 9th, 11.00 A.M.
Manila	Sui Tai	Friday, 9th, 1.15 P.M.
Manila, Angaur, Yap, Maron, Friedrich Wilhelmshafen, Rabaul, Herborsthal, Matupi, Brisban, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelade, Perth and Fremantle	Yuenyang	Friday, 9th, 3.00 P.M.
Manila	Prins Sigismund	Friday, 9th, 5.00 P.M.
Macau	Bubi	Saturday, 10th, 11.00 A.M.
Chefoo and Tientsin	Sui Tai	Saturday, 10th, 1.15 P.M.
Singapore, Penang and Bombay	Hutchow	Saturday, 10th, 3.00 P.M.
Swatow, Amoy and Foochow	Capri	Monday, 12th, 11.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN... (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Singapore, Penang and Calcutta	Haiton	Tuesday, 13th, 9.00 A.M.
Port Darwin, Thursday Is Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Haiton	Tuesday, 13th, 11.00 A.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOAKI, YOKOHAMA, HONOLULU & SAN FRANCISCO... SIBERIAN MAIL TO EUROPE		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VANCOUVER (B.C.)... SIBERIAN MAIL TO EUROPE		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO...		
Empress of India		
Tenyo Maru		

**MONY LETTERS**—The Post Office declines all responsibility for unregistered letter containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).

Mail for "CANTON," "WUCHOW" and "SAMSHUI" will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.

Mail for MACAO is despatched per a.s. "Sui An" or week-days at 7.15 a.m. on Sundays the mail for Macao is closed at 8 a.m.

Mail for NAMTAU and STABE are closed every week-days at 6 p.m.

Mail for "KONGMOON" and "KUMCHUK" are closed on week-days at 6 p.m. On Sundays the mails are closed at 9 a.m.

**ELECTRIC IRONS**

INDISPENSABLE TO EVERY HOUSEHOLD.

THE MISTRESS can iron her own delicate lace.

THE MASTER can iron his own ties.

THE AMAH can do all other ironing in half the time and without grumbling.

The only CLEAN method of Ironing.

The only HEATHY method of Ironing.

The only CONVENIENT method of Ironing.

CLEAN because the Iron is Nickel Plated and does not require to be placed over fire.

HEALTHY because you dispense with the necessary for stifling fire, and in the height of summer ironing can be carried on in PEUGEOT Companion without inhaled the noxious fumes given off by gas or charcoal Iron.

CONVENIENT because the Iron is always ready for immediate use, can be connected to any convenient lampholder, and heats up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

**WILLIAM C. JACK & CO., LTD.**  
Electrical Engineers,  
14, DES VŒUX ROAD CENTRAL, HONGKONG.

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### SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 3RD, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$930, buyers \$28, x. div.
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borzeo Company, Limited	60,000	\$12	\$12	\$82, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.40.
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$8, buyers
<b>COTTON MILLS.</b>				
Two Cotton Spinn'g & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 50	Tls. 50	\$5.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 57.
Lau-Fung-How C. Spinn'g & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
<b>Dairy Farm Company, Limited</b>				
Dairy Farm Company, Limited	40,000	\$72	\$6	\$19, buyers
<b>DOCKS AND WHARVES.</b>				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sales
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 113, x. div.
<b>ENSWICK &amp; CO., Limited</b>				
Enswick & Co., Limited	18,000	\$25	\$25	\$9, sellers
<b>GREEN ISLAND CEMENT CO., Limited</b>				
Green Island Cement Co., Limited	400,000	\$10	all	\$5, sellers
<b>HONGKONG AND CHINA GAS CO., Limited</b>				
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	60,000	\$10	all	\$20, buyers
<b>HONGKONG HOTEL COMPANY, Limited</b>				
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$104, sellers
<b>HONGKONG ICE COMPANY, Limited</b>				
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$92, sellers
<b>HONGKONG RICE MANUFACTURING CO., Limited</b>				
Hongkong Rice Manufacturing Co., Limited	60,000	\$10	all	\$135, sellers
<b>HONGKONG &amp; SOUTH CHINA STEAM FISHERIES CO., Ltd.</b>				
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7, nominal
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$172, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$113, buyers
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$574.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$25	\$342, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$835, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
<b>MINING.</b>				
Societe Francaise des Charb'ges du Tonkin	16,000	Frs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	21	\$1	\$74.
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
Philippines Co., Limited	50,000	\$10	\$1	\$12, sellers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, x. d. sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
Robinson Fins. Co., Limited	4,000	\$50	\$50	\$80, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manoa Steamship Co., Ltd.	30,000	\$25	\$11	\$ellers
Douglas Steamship Co., Limited	20,000	\$90	all	\$27, sellers
Hongkong, Canton & Macao S.B.C., Ltd.	80,000	\$15	\$15	\$33, sellers
Indo-China Steam Navigation Co., Ltd.	60,000	prof.	\$5	60, sel. £12.
Shell Transport & Trading Co., Limited	2,000,000	£1	£1	88.
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000			